

**BRIGHAM CITY CORPORATION
AIRPORT ADVISORY BOARD MINUTES
FOR *Wednesday, May 7, 2008***

Present: Fred Baugh, Chair Wayne Larsen, Airmotive
Dale Baron, Board Member Bennie Kay, Mountain Air
Gary Bywater, Board Member
Benjamin Jones, Board Member
David Hess, Board Member

City Staff: Blake Fonnesebeck, Public Works Director
Jared Johnson, Building Official
Jolene Crockett, Administrative Secretary

Excused: Reese Jensen, Councilmember
Byron Hansen, Vice-Chair

Approval of Minutes – Chairman Baugh

Approval of Minutes:

Dale Baron, second Ben Jones

Report of Airport Protection Procedures and Agreements – Blake Fonnesebeck

Director Fonnesebeck said that he felt #2 & #5 tied in together and he would like to address both agenda items at once. Director Fonnesebeck invited Mr. Johnson to the table.

Director Fonnesebeck said as far as the Airport Protection Procedures and Agreements certainly we have our FAA assurances that we have to follow and those do protect the area and the land that we purchased with FAA money (which is a good share of the airport). This provides us the protection that we need.

Chairman Baugh said anything that has to do with the airport per se. Director Fonnesebeck said all the FAA Assurances require that activities be tied back to aeronautical activity. He said he was at the FAA conference in Seattle and they talked extensively about the Assurances. He said he attended a seminar on this issue where they talked about making sure we are adhering to the Assurances. If we don't it could affect our grant funding. If we have hangars that are being used for storage for non-aeronautical activities or being used for business that is not aeronautical it could affect our grant assurances. We have to be careful. That is not to say that if someone parks their car in the hangar when they go fly, this is not an issue. If they are using it for a storage bay and not for their plane we would have concern over this.

Director Fonnesebeck stated they also talked about through the fence operations, and he believes we have had this brought up before. FAA is very strong in not allowing through the fence operations. Particularly residential, there is some allowance for commercial but

it depends on what it is and what type of agreement is in place. There would have to be some fairly stringent agreements that if a company left or no longer was engaged in that particular aeronautical activity it would require a through the fence operation to take over or else then that agreement would cease.

Director Fannesbeck said at the current time we do not have any of those type of situations at the airport. He said he also had Mr. Johnson take a look at the zoning that is surrounding the airport. In the EDA protected the airport property would be aeronautically inclined. Again, he asked Mr. Johnson to talk about the zoning.

Chairman Baugh interjected before Mr. Johnson began he wanted to say that this is the exact issue that Mr. Jones was concerned with our discussion at our last meeting. That here we have a property that all of a sudden maybe something changes a little bit and then you have a problem with a through the fence operation or whatever happens.

Director Fannesbeck stated at the conference what they stressed is that with any of these we need to be sure we have good agreements in place to cover these issues of change.

Mr. Baron asked if there are developments with the EDA does everything have to go through the steps. Director Fannesbeck said if it is outside of the fence and it was property that was purchased with FAA funds we have to inform them as to what is going on. The FAA would bring up issues they might have with that. He said basically what they will say is this could effect your grant funding. This is how they control things. They could control things through airspace. It is not in the sense where we throw something at them and relying completely on their approval for it. However, when they close the wallet it does tend to have control on the decision you make.

Mr. Johnson stated in regards to what has been done to protect the airport via zoning. Mr. Johnson said he was not sure how in depth the Board wanted him to report on this issue and he acknowledge that some of the Board are already familiar with the zoning. He said in the Title 29 which is the Brigham City Zoning Ordinance part of the chapter is 29.19 which is the airport overlay zones. It goes through and sets the parameters of the type of things that can be built by the airport as well as the height. The overlay zones address the runway, transitional zones, the conical zones, inter and outer approach zones.

Mr. Johnson said in 2005/2006 Willard City, Perry City, Corinne City, Box Elder County and Honeyville also amended their zoning ordinances to comply with the airport overlay zones in the areas of their cities and the county that was effected by that.

Mr. Johnson said in the ordinance it denotes with dimensions and figures the different areas of these overlay zones and there is a table that tells you the type of uses that are either permitted or they are permitted with conditions or not permitted.

Chairman Baugh asked if those were the same things that are in the last completed Masterplan. Mr. Johnson said it does correspond with the airport master plan, that is correct.

Mr. Johnson asked if there were questions. Chairman Baugh asked where the current boundary of Brigham City as it pertains to the airport. Mr. Johnson stated currently with the new runway extension and the work that has been done it extends past the Brigham City Corporate limit. He said it could be possibly the last 1000 feet of runway 16 extends past, but with the new work that was done and the extension towards the north it does extend it past the Brigham City Corporate limits.

Mr. Johnson went on to say however the property is owned by Brigham City and is fenced in. He said it just needs to go through an adjustment. The surrounding property at one time expressed interest about annexing into the City, which was one of the reasons why the City did not initiate trying to annex the small rectangular piece into the corporate limits, it still looks like this property will still annex in and some point in time.

Chairman Baugh asked where to the west do the limits extend. Mr. Johnson stated on the west side the corporate limits extends to the freeway and basically all the property in the airport 50 acre field on the north side of Bennie Kay and where the new city hangar is, then jogs back over and stays in line with the airport fence. He said the Fuller property that is in between the small sliver is still unincorporated county.

Chairman Baugh said we do not cross the freeway anywhere there. Mr. Johnson said no not on the north side. Director Fonnesebeck said the County did adopt the overlay zone in that area so the unincorporated area is under the overlay protection.

Report on Tie Down Fees – Blake Fonnesebeck

Director Fonnesebeck said we have one tie down agreement with Jim Williams, 2 with Wayne Larsen, Flight Shop – 3 and that is all we have. We have 16 tie downs with 6 tied up with agreements. As far as more tie downs in the ramp project next year as part of the Masterplan there were additional plans for additional tie downs in the north end north of the pilot's lounge. That is all the agreements we have at this time.

Director Fonnesebeck said I have not had time to put together anything further on this. But, we had talked about possibly having lease agreements with the FBO's and let them decide if they want to charge or not. It is difficult for the City unless we want someone to sit at the airport for a long period of time to charge them. He said there is a question as to whether it is worth it or not on a short term stay. If I go out and hunt somebody down to make them pay \$3-\$5 for a night is it really worth the time to go out and do that or is it just something that we want some transient planes to use as a service at the airport. This is something we should discuss and finalize.

Mr. Jones asked how much a lease costs. Director Fonnesebeck stated \$15 a month or \$150 for the year. He said we did have one person that tied down for a couple of months. He said we could possibly talk about this when we have the spray plane come in maybe work with them as they are running a business out of the airport.

Chairman Baugh asked when we do the new ramp space in 2009 how many tie downs will we have. Director Fonnesebeck said he only has a conceptual. He said it has not been

designed out as to how many we will have. Chairman Baugh said in the plan would they be in the same line as the existing tie downs? Director Fannesbeck answered no. He said they will be north of the pilot's lounge. Chairman Baugh said the whole project will be north. Director Fannesbeck said some of it will be, some will be in front from the existing asphalt to the north in front of Bennie Kay's hangar and the pilot's lounge we will have some ramp. He said it will continue the stretch and make more ramp.

Chairman Baugh asked if there was going to be open space which would not be paved. Director Fannesbeck said it will take the same line where the tie downs are now the asphalt will take that same line going to the north. Chairman Baugh said he misunderstood what Director Fannesbeck said. Director Fannesbeck said it will fill in that section between the pilot's lounge and Bennie Kay's new hangar all the way out to the same line where the new tie downs are located now. He said then we will pull out as far as we can and down some to the north where we will put some tie downs. Chairman Baugh said on the north end of the pilot's lounge. Director Fannesbeck agreed.

Director Fannesbeck said this way we can get them out of the way and still have ramp space for jets to be able to operate and park. The tie downs will be off to the side. Chairman Baugh said then we are not planning on anymore tie downs on the same line as the tie downs are on the north now. They will all be back? Director Fannesbeck stated yes.

Airport Automobile – Fred Baugh

Chairman Baugh said about every 2-3 years we have a discussion as to why we don't have a city car at the airport. It has been brought up again. He said just before Director Fannesbeck arrived we had a discussion with Mr. Leonard and he thought at that time we were talking in terms of having an excess city car be available. Mr. Kluss brought it up to him again next month. Although there are some pros and cons we all know with a car available it is easier getting around the airport.

Mr. Kluss said as much money that has been put into the airport encouraging people to come it is almost a requirement to have a courtesy car out there. Chairman Baugh said each of the FBO's already do that.

Director Fannesbeck said that is the big issue who is going to keep track of it. He said I am not out there all the time. Chairman Baugh said in talking last time we felt like the city would make an arrangement with the FBO's that were there which are handling the traffic anyway to have that car available.

Director Fannesbeck said you would have to have an agreement because if you have 2 FBO's and one car and they have both promised the car to someone coming in, what do we do? We would almost have to have some sort of a bid out agreement so it was fair and have somebody bid to take this on so we would only have one in charge. If you have 2 in charge we would be creating an atmosphere for a conflict.

Chairman Baugh said this has already been outlined. The State of Idaho has an outline. He said Mr. Kluss probably has information from the State of Idaho. Director Fannesbeck asked if it was an airport that had more than 1 FBO. Mr. Kluss said he did not ask them that question. Mr. Kluss said some don't even have an FBO. Director Fannesbeck then it wouldn't be a problem at all!

Chairman Baugh said they use to have one at Boise and Twin Falls. Mr. Jones said Blackfoot has one. Dr. Hess stated Rexburg and they have 2 FBO's. Director Fannesbeck said he would speak with Mr. Leonard and see what the outcome of the discussion was.

Director Fannesbeck said my concern is if you just turn the car loose the car is not going to last very long. We won't find out if it is low on oil or a myriad of other problems. We would need to have a rental agreement, that might be free, but something which would tie someone in if they wrecked or abused it.

Chairman Baugh said if you talked to Rowena in Richfield she could give you some ideas. He said the keys to their courtesy car are hanging on a post and when there is no one in there you take them off and away you go! He said we know what your problems are, we have discussed it many times we just want to get it moving again.

Director Fannesbeck said he will do some talking about this issue. What he would see is there would have to be somebody that was willing to manage that. He said he would have a very difficult time managing it from City Hall. Chairman Baugh agreed. Director Fannesbeck agreed people come into an airport, maybe a pilot from a business jet that has to hang around and wait all day and he would like to go get lunch. It is a nice service to have.

Mr. Jones said it also attracts people to come in for breakfast. They will fly in for breakfast if they know they can get a car. Mr. Kluss said Director Fannesbeck said you need to go to Salt Lake #2 when they have their breakfast or to Logan to get an idea of what happens. They both have pretty successful flying breakfasts. Director Fannesbeck said he understood about Flying Breakfast because they had a very successful one in Iowa.

Chairman Baugh asked for this discussion to be placed on the agenda for next month.

Mr. Kluss said he has done some looking around and talking to folks in business and our local attractions for tourists. Several of the people at the motels say "yes, we need it." The people at the Bird Refuge said we need it. The people at the Golden Spike said we need it and want it. He said the list goes on. Chairman Baugh said are they telling you what they really want? What are they talking about? And how will that effect the usage of the automobile, etc. is?

Mr. Kluss said if someone comes in and wants to see something in town or go somewhere for a daytime activity. Maybe for breakfast, dinner, go to a funeral, etc. He said this is what he is envisioning.

Mr. Kluss said he has also asked the UTA to extend their route out to the airport which may happen in the future and he hasn't had any feed back on it.

Chairman Baugh asked if this is anything that should come through the Economic Development Board and coming back to us. Director Fannesbeck asked Mr. Kluss to clarify. Mr. Kluss said UTA now has a bus service that operates from 8am to 4pm that runs on a circuit or you can call in and make a reservation. Chairman Baugh said the reason I am asking is because the Mayor has revamped all the committees. Director Fannesbeck said this would fall under transportation. Chairman Baugh said he will speak with the Mayor and come back to this group.

Airport Day/Ribbon Cutting Plan – Blake Fannesbeck

Director Fannesbeck said he had met with the Vision 2012 Making Life Better Group. Their direction and emphasis is towards activities and events and they had on their list also to have an airport appreciation day. He said they felt it would be really tight to put together an airport appreciation day in the sense of what we were looking for so we scaled it back to have a ribbon cutting/open house.

Director Fannesbeck said it will be held on July 12th when the Commemorative Air Force will bring in 2 planes and they will provide insurance for that. They will have a few hours where they will have an open cock pit and then provide some rides. They are looking for sponsors to help them with the fuel. We thought it would be good to tie in with that activity.

Director Fannesbeck said Director Buchanan has some contacts with a couple of military folks and possibly we could have some helicopter static displays. We thought about having a period of time where we would close the runway for an hour's time and take some bus rides down and back so the community could see how long the runway is. It would be a really good way to get people in the community to see it.

Director Fannesbeck said the future plan would be that this event would evolve into an airport appreciation day that we have annually. He said this could include a flight breakfast and maybe some rides for the kids. Director Larsen will invite people from the business community. He said it will have to be put together by our next airport meeting.

Chairman Baugh asked for volunteers. He said he would like to see the airplanes out of their hangars. Dr. Hess thought this was a good idea.

Mr. Larsen said it is a good idea to put information on the prop that tells the public about the plane. Director Fannesbeck thought possibly the FBO's could use this opportunity to tout what they do. He said this event will probably run from 8-1pm.

Other Business:

Director Fonnesebeck said when he was in Seattle at the Northwest FAA Conference he received a lot of good information. He said we received an award for our project that we did. He said the award was given in recognition of our environmental stewardship and excellent management in completing runway 16/34 improvements and environmental mitigation.

Director Fonnesebeck said they were very complimentary to how nice our airport was and how important this project was to the area/region.

Chairman Baugh said we need to have our picture taken and put in the paper. Director Fonnesebeck said he was involved in the last 2 years of the project but certainly Mr. Leonard had a lot of involvement in the project. He said one of the issues they spoke about was the many years of environmental negotiations that went on to bring this project forward. Director Fonnesebeck said he certainly wanted to acknowledge his efforts in making that happen as well as support from the Airport Board, Mayor and City Council. Everyone recognized the importance of this. He said he thinks that is one benefit from this community understanding that this is a viable and vital part of the community.

Chairman Baugh said the many years he has been attending the FAA meetings he doesn't think a year has gone by that somebody at the FAA hasn't taken him aside and said the projects at the airport are handled timely at the airport rather than coming in at the last day, we have the financial backing of our Council and when it gets there the management of the engineers is great. He said they tell him this is the reason the Brigham City Airport receives the money it does.

Mr. Jones asked if they have changed the gates yet. Director Fonnesebeck said they fixed it and if he takes the cover off and click it the gate will open! Director Fonnesebeck said they took all the codes from the south gate and transferred them up to the north gate but they missed the default code 1230. He will program this in. He will also try to figure out the antenna problem. Director Fonnesebeck said he would like to close the south gate permanently so we don't have the community looping through. This would become a pilots or owners entrance. The other would remain open from 7am-7pm. However, until he is sure everything is fixed on the other gate it will remain open.

Director Fonnesebeck said we did get a new motor and rollers on the south gate. He said they just finished that up and it should work a lot better.

Mr. Baron asked about the public parking area. Director Fonnesebeck said we are going to try and do some grading in house this summer. He said also if you need to use either of the 2 walk in gates we couldn't get one without a code and he would probably adjust that by possibly disabling it. Right now the code is 1234.

Director Fonnesebeck asked the group if we needed to worry about walk ins or should we keep the code or post the code for people, which he feels is silly. Chairman Baugh said he thought the walk in gates are fine the way they are. Mr. Larsen said at other airports where they have walk in gates there will be a placard on the airport side of the gate that

says the airport code so you can get back in when you walk out. It gives you a bit more security for people who do not have business at the airport. Director Fonnesebeck said this is a good idea.

Chairman Baugh said he has noticed employees of rotational molding sitting on the airport eating lunch in the evenings. Director Fonnesebeck said that will stop now that the gate closes at 9pm. Chairman Baugh said he thought having the airport close on the south end close is a good idea.

Chairman Baugh asked if they had anything that was worthy to pass on from the Northwest Conference. Director Fonnesebeck said several issues focused on safety, runway incursions. He said we need to do better that people are aware. He said we had a few problems during the construction he is waiting to see if this ceases. He said we need to monitor this and do some education. Director Fonnesebeck said he is going to do some education that our maintenance personnel have a radio and are following the procedures. He said we have been very good at instruction our personnel but he believes we could be a bit more vigilant.

Director Fonnesebeck said we should have a rule that those who are involved with inspecting to not use their use cell phones while handling inspections or maintenance in the runway area. It is very easy to be distracted when on a cell phone so we will be speaking with our employees to make sure that the only thing they are using is the radio. We will work on with our staff on safety procedures and get a policy written.

Chairman Baugh stated that Mr. Larsen contacted him about getting a block of airspace located in the area around the airport for aerobatic training. Mr. Larsen said he has been approached a couple of different times from gentlemen in Ogden and Logan about the possibility practice air box at his facility. They had one at the Ogden Airport. The tower was responsible for overseeing this. He said we have a nice location away from the city and directly east of the runway and we could set it up as an aerobatic practice box. He said he did some review for the FAA requirements which are fairly simple. Mr. Larsen read:

8900-1 Waiver Applications for Airboxes - Those who wish to practice aerobatic maneuvers not necessary for normal flight and below an altitude of 1500' above the ground level must use a waived aerobatic practice area.

He said what that is saying is if you are above 1500' you are not required to have an aerobatic practice area but it is a really good policy to have an area designated so you know where people will be. In reality most of it will be taking place above 1500' it is the ones who will be practicing for low altitude that would be permitted to fly below the 1500'. Mr. Larsen continued to read: *The aviation community uses these practice areas to establish and maintain proficiency as well as an enhanced competitive skills and all the recognized airback maneuvers. They are established by the waiver application in conjunction with the local FSDO and may have dimensions of several miles in various*

directions or be as small as a contest box. i.e., a box with the dimensions of 3300' on all sides.

Mr. Larsen read on: *Inspectors should be receptive to the establishment of these areas consistent with safety and efficient use of the national air space. It is imperative that the safety of all non-participating aircraft be considered when issuing a certificate of waiver or authorization for a aerobatic practice area.*

Mr. Larsen said there is another section that talks about that they try to establish air space that would be 3500' above the 1500' and typically they will include the airspace down to the surface at 1500' so those who are practicing low altitude can.

Chairman Baugh asked if there was any requirement as far as control at the airport. Such as tower operations. Mr. Larsen said no. Most of them are non-towered or out away from the airport. He continued that the vast majority of the usage would be above the 1500' of the pattern. It would have a good 500' separation. He said most of our traffic except in the afternoons when we have southerly winds are on 34. He said we had a trial basis this Saturday and we have six different aerobatic airplanes that came up to play a little bit and we didn't have any difficulty in coordinating the aircraft and those coming in and out.

Mr. Baron asked if they had to have someone on the ground for control. Mr. Larsen said they don't have to have anyone on the ground. It is suppose to be coordinated with the local airport authority, i.e., the airport manager so he knows what is going on. And, someone to coordinate it on the airport is preferable but not required.

Mr. Larsen said in order for this to be active there has to be notification at the local area or any ATC areas that might be affected by it. He said we do have one airway that comes over the top of the airport, over the south end, but the MEA for that airway is 11,000' so it really doesn't come into play.

Chairman Baugh said the controlled airspace is 750'. Mr. Larsen said it goes to 700' but you are talking about 2 different things. Chairman Baugh said he understands but if you have instrument approaches coming in we have a control problem, don't we? Mr. Larsen said no. If it is below 3 miles visibility you cannot be performing aerobatics. Chairman Baugh agreed but said most of our instrument approaches are VFR approaches. Mr. Larsen said exactly but under those conditions when they are VFR approaches they are required to have 3 mile visibility. The controlled airspace that we talk about and sometimes people get confused because they think that someone is in charge and someone is controlling me, that is not the case. Mr. Larsen said controlled airspace has 2 purposes. It is for traffic separation and ABC&D airspace is for traffic flow either high altitude or into and out of airports. Class C airspace which goes down to 700' is to provide separation of traffic and that separation is provided by the requirement of 3 mile visibility. Below 700' we have 1 mile visibility and clear clouds is all that is required.

Mr. Jones said if they localize their approach when you are coming into the northeast and going to 34 and you are making a missed approach are you headed right towards this practice area? He said then everyone climbs back up to 1000' back up to 5000'. He asked Mr. Larsen if he understood what he was talking about.

Mr. Larsen said are you talking about the NDB approach coming in? Mr. Jones said yes And if you have a missed approach nearly everybody continues on and pulls up back to 5000. Mr. Larsen said missed approach procedure is at the end of your time which is at the end of the runway. Then it is a climbing left turn back to the NDB. Or if you circle land approach for 16 you are going to cross 34 on your approach enter the down wind keep the airport in sight to land 16. Mr. Jones said that would be a conflict. Mr. Larsen disagreed. He said one it is not going to be used that much and even at the time it is being used there is re-air communication that has to be maintained so that those who are coming in are aware. He said for example if there is jet traffic or instrument traffic approaching the airport the aerobatic pilot in the practice area would have to pull out. That can be stipulated easily in the procedures and normally is.

Mr. Larsen said in Ogden's the description stated:

Aerobatic practice surface to 7500' MSL from 0900 to sunset. No single practice to last longer than 40 minutes. Coordinate with the Ogden Control Tower at least 1 hour in advance of the time when the air space below low altitude aerobatic practice is requested. For high altitude notification is required when they want the box.

Mr. Larsen said it shouldn't be a big issue as far as coordinating this. Dr. Hess asked what the advantage of having it right east of the runway or having it 6 miles west of the airport. He said he knows of a lot of people who go out there and practice. Mr. Larsen the first benefit is having something established somewhere but the major benefit for the airport is that it provides a place for people to come, critique, watch, organize and communicate with each other. He said on Saturday we had someone on the ground with a radio critiquing their lines, critiquing what they were doing and helping them. He said it is difficult to do from inside the cockpit without somebody telling you.

Chairman Baugh said it wouldn't be too long, if that was going on regularly we would have more traffic at the airport. Mr. Larsen said we had a lot of people come out just to see what was going on and see the airplanes. There was a lot more activity Saturday just because they were here. Mr. Larsen said with the airport appreciation day he thought if there was interest and we had the planes come up and had this airbox in place it would be no problem at all to do some aerobatics east of the airport.

Chairman Baugh said we do have one aerobatic plane on the airport, Ed Collins. He has spoken to him about this. He said if we are going to have it, it would be best to have it on the airport to have more people to get interested in coming out to the airport. He said this would help us to get ideas on how to better sell the airport.

Director Fonnesebeck asked if there was a time frame on this or is this something you could end if it becomes a problem? Mr. Larsen said it can be shut off instantly if it

becomes a problem. Actually the FAA is supposed to monitor for complaints or unresolved issues. Mr. Larsen said there is no longevity assigned to it. It is there as long as it is deemed worth to be there.

Director Fonnesebeck asked if it opens up an area for ultra lights to hang out. Mr. Larsen replied no. Mr. Jones said he was told they plan on meeting twice per month and once at our airport or one at Logan. Mr. Larsen said they are trying to form an aerobatic club. What they would like to have is 2 weekends a month have an activity. Right now there is not an aerobatic box available anywhere. To fully legitimize it and to provide opportunity for those who can do low level aerobatic it would be very beneficial to have an official box/practice area set up. Everybody knows it is there and they can communicate when it is in operation.

Mr. Baron said with the speed jets take off and climb would the aerobatic box interfere? Mr. Larsen said it will be east of the track of the jets. He said in August they had it over the top of the airport and over the top of the runways, we don't need to do that. He said we could specify it is from the runway east or from our safety area east or whatever we want. Mr. Larsen said they talked about having it over the runway and they found out it is more beneficial to have them out there further. He said if we put it at the very minimum from the edge of the runway east puts them out of the traffic flow of anyone on the runway.

Mr. Jones said what about the Forest Service don't they go 16Left? Mr. Jones said that would go right through the box or under the box? Mr. Larsen said under the box unless the box is active down to the surface. If the box is active down to the surface then they have to be notified that when they are coming into the pattern the aircraft has to advertise that they are in the box and if they are coming into the pattern they knock it off, pull out of the practice area until the aircraft comes through the traffic pattern. Mr. Larsen said the traffic pattern takes precedence.

Mr. Jones said eventually and one of the reasons they want near the runway is if they have an engine failure they have a place to land. He said he is wondering the responsibility, if any, or if we should regardless have some piece of emergency equipment while they are flying. He said eventually they are going to have something happen.

Mr. Larsen said we have been talking about a crash truck and having personnel trained for a couple of years now. Again, when you are talking safety it is better to have it in the airport environment where people are there and watching then out in the middle of nowhere where it takes people an hour to find them. Mr. Jones said he agrees with that.

Mr. Larsen said he didn't foresee a situation where we need emergency personnel because somewhere is doing aerobatics. He said he didn't think we should make that a requirement. Director Fonnesebeck agreed and said we would not be able to do that.

Chairman Baugh interjected that he spoke with Jim Buchanan last week while Director Fonnesebeck was gone and he said he was waiting for Director Fonnesebeck to get back so they could meet.

Mr. Baron said it does draw attention because he had a couple of people ask him what was happening at the airport. They could hear the planes, but couldn't see them.

Chairman Baugh said other issue is the aerobatic pilots wanting to make a low sweep of the airport. Mr. Larsen said the FAA position on that is if you have to gear down to a position to land and then execute a missed approach there is nothing to do about that.

Chairman Baugh said there is nothing we can do about this tonight however he invited Mr. Larsen to present this tonight to give the Board an opportunity to think about it. He said he doesn't see any problems. Director Fonnesebeck said he would like this placed on the agenda for next month.

Mr. Larsen said again, safety is the number one priority in any aviation activity and this is what they are trying to do. Director Fonnesebeck asked if there were any issues with the helicopters coming in. Mr. Larsen said actually the helicopters would be below the airspace they were using. He said there were some helicopters on Saturday and there were no conflicts. Mr. Larsen said the biggest conflict we have with the helicopters is when they want to fly right traffic.

Motion to adjourn by Dr. Hess, second by Dale Baron, motion passed unanimously.

Next Meeting: June 4th, 2008